

RAILWAY JOTTINGS.

It really looks as if there were much more knavery than folly about the Stock Exchange schemes, in their present attempt to stop the railway works, and take the daily bread out of the mouths of thousands and tens of thousands. Something like a clue to it we find peeping out on the Glasgow Stock Exchange, where it has been agreed that, while the continued drain of money for railway calls is (temporarily, of course) keeping down those magnificent profits which the shareholders have not the patience to wait for, it is better at once to pull up the fruitful seed that is now being planted, or to twist the neck of the golden goose that is now in the act of laying their precious nest eggs, or about to lay them; and that this is advisable, inasmuch as it will, by some hocus pocus of magical exchange dexterity, "enhance the value of railway property to a much greater extent than could be done by the formation and opening of new or branch lines." And while there appears to be a very general concurrence amongst 'railway directors and railway shareholders' thus to take even the temporary morsel out of the mouths of the industrious poor, without a vestige of remorse or pity, either real or pretended, expressed or experienced, some of the public press have been induced to second them. As for the scarcity of cash or its equivalent,* and the railway expenditure as its alleged primary cause, Mr. H. Houldsworth, the chairman of the Lancashire and Yorkshire Railway Company, remarks, that "If the surplus capital of the country is insufficient to meet a demand of this kind [estimated at 17 to 18,000,000. per annum 'as the measure of disturbance from this cause'] for two years and a half, which is about the duration up to the present time, without producing such effects as we at present suffer under, I am at a loss to account for the power we appear to have possessed of carrying forward improvements of all kinds, and of raising and expending capital unproductively, during the war. * * I believe we could as easily raise 106,000,000. per annum now, if needed, as we then did; and how was the money then spent? Much of it in maintaining armies abroad; subsidizing; providing powder and shot, muskets and cannon, and rearing men and horses for the consumption of war; all unproductive expenditure—dead waste. Now railway expenditure is unproductive only for a time, differing in nothing from the ordinary application to mills, dwellings, &c., except that in the former case the period of non-production is from two to four or five years, whereas in the latter it varies from one to two years. Then the saving to the public in the reduced charge of transit is not less at this time than eight to nine millions per annum upon the railway capital in operation, and goes far to lessen the burden of the 18 millions of estimated pressure upon the surplus income of the country, arising from the expenditure in progress." He admits, however, that although he does "not think the number of men likely to be employed in the construction of railways in the next four years will exceed the average of the last two years," it would have been much better if the expenditure on railways, sanctioned by Parliament, had been spread over eight or ten years; and he still recommends a mitigation of the evil by allowing companies more time for the construction of works.—The traffic on 3,152 miles of railway, week before last, exceeded that on 2,525 miles in the corresponding week of last year by 26,045, the total amount being 207,463. The Great Western traffic at present exceeds that of last year by nearly 1,000. a week.—The railway clearing-house system has recently been extended to the transmission of goods and the recovery of lost luggage. The present clearing-through system, so far as regards passengers, is regarded as a very efficient one. The goods freight, on the same system, is now of course also charged throughout, and it is divided between the companies and settled through the clearing-house, so as to avoid the keeping of accounts between one company and another.—The attention of the Girdler Bridge Commissioners, it is said, will be given not only to the present state of iron girder bridges, but to other inventions, such as that of Mr. Sadler's balance-bridge, by which the dead

weight, or *vis inertia*, of the suspended iron for arches will be considerably lessened; and an invention by Capt. R. S. Warrington, the author of the ventilating apparatus in use on board the *Groveler* and other vessels.—The *Cincinnati Times* declares that a gentleman has discovered a plan by which he can send a man from Cincinnati to New York in two and a half hours, by a railway which shall not cost more than three times as much as the telegraph, including viaducts and other *et ceteras*. He can transport from Cincinnati to New York, in a day of ten hours, 400 tons of merchandise, at a cost not exceeding the usual rates, and that without either steam or horsepower. What does the Cincinnati man intend? says the *New York Express*. To stretch four wires along the 'line,'—two for a vehicle platform, and two over-head to steady the lightning vehicle, and then propel by electricity? Lazy-going concerns such as railroads are certainly behind the age, save to carry freight, as ships, sloops, and canal boats do.

THE SCHOOLS OF THE SOCIETY OF BRITISH ARTISTS.

On Monday night last, the schools opened by the Society of British Artists, were inaugurated by an able address from the president, Mr. Hurlstone, in the gallery, at Suffolk-street, where a very large audience had assembled. In the course of his address, Mr. Hurlstone offered tribute to her Majesty's present ministers, as being the first on a former occasion of holding office, to recognize the value of the arts in connection with manufactures, by the appointment of a committee and the establishment of schools of design, and, more lately, by the legalization of Art-Unions, which were doing so much to make a love of art general, and to open fresh sources of pleasure to the multitudes.

A small fee will be taken from each student (2s. 2s. annually, at present), but the desire of the society is to make the schools entirely free as soon as possible. A class is to be formed for ladies, with models classically draped.*

Dr. Meryon afterwards gave an introductory lecture on comparative anatomy, which was well received.

MIDDLESEX HOUSE OF DETENTION.

This building, of which we gave a plan, section, and description, last year,† is now completed, if not opened for occupation. It is fitted up in the same manner as the model prison at Clerkenwell, illustrated in our present number, and appears to be very complete. Considerable preparations have been made for the ventilation, as set forth in our former account, and we shall be curious to learn the result.

A tablet on the staircase leading to the magistrates' room, records that the *Building Committee* consisted of Mr. Rotch, chairman; Messrs. Byng, Bague, Buchanan, Black, Crake, Devon, C. Elliott, G. H. Elliott, France, Freshfield, Hall, S. Mills, Pryor, Pownall, Russell, Rose, A. Smith, J. Trotter, Townend, Tulk, J. Wilks, J. Wilson, Whiskin, Wigg, and Col. Wood; Chas. Wright, Clerk; W. Moseley, Architect.

THE GOVERNMENT SCHOOL OF DESIGN.—The Drawing School at Somerset House opened on Monday, with twenty male students in the morning, and about forty in the evening. Correspondents complain of entire absence of arrangement. The masters had received no orders of any sort for their guidance as to the formation of classes, there was no one there to give instructions to them, and they had no power to act by themselves. The main burden of the school at present rests on the elementary master if we are rightly informed. The Board of Trade has done nothing.

* The objects proposed by the Society are, as we understand,—A school of anatomy, with demonstrating lectures, &c.; an antique school, for which casts from classical sculpture have already been purchased; a life school, which it is intended to adapt to the convenience and available hours of those who may be during the day engaged, a school of painting, to which it is said, some collectors are already disposed to lend, for the use of the school, valuable works; a library, and lectures by professors, upon anatomy, comparative anatomy, painting, sculpture, architecture, engraving, perspective, chromaticism, and other subjects connected with the arts.

† See p. 377 and p. 303. Vol. IV.

WESTMINSTER COURT OF SEWERS.

A GENERAL court was held on Friday last week, at the court-house, Greek-street, Captain Bague, R.N., in the chair.

After some uninteresting business had been disposed of, the court proceeded to receive tenders for the following works:—For covering over 623 feet of King's Scholars' Pond sewer, between the Standard public-house and Charlotte-street, Pimlico; the estimates for which were as follow:—H. Perkins, 736l.; Yeoman, 685l.; J. and S. Williams, 640l.; Scisson and Co., 594l.; Humphreys and Thirst (accepted), 559l.

The next was for covering over 250 feet of Ranelagh sewer, north of Harrow-road:—W. Hutton, 381l. 3s.; Yeoman, 376l.; Perkins, 353l.; Scisson and Co., 340l.; Humphreys and Thirst, 339l.; J. and S. Williams (accepted), 330l.

The court then took the next order of the day, viz., "To consider and sign a decree for a rate on the western division of the Westminster sewers of 3d. in the pound, to allow the abstracts of former rate-books, and to sign the rate-books for a new rate." The decree was then duly signed. The following is the abstract of the new rate:—

	Rental.	Rate
St. John, Hampstead..	£1,174	£52 3 6
St. Marylebone	578,256	7,228 4 0
St. George, Hanover-sq.	510,802	6,385 0 6
St. James, Westminster	152,199	1,902 9 9
St. Martin	8,095	101 3 9
St. Margaret & St. John	162,116	2,030 4 0

Totals..... £1,415,942 17,699 5 6

Since the last rate made on this division, on the 21st of February, 1845, there has been an increase in the rental of 73,783l.

A letter was read from Lord Dudley Stuart, M.P., complaining of the want of drainage in St. James's-place.

The chairman then drew the attention of the court to the subject of which notice had been given "as to certain notices issued contrary to Act of Parliament, calling upon persons in Robert's-terrace, Chelsea, to communicate with a sewer, and other matters connected therewith." The conduct of Mr. Farlar, one of the commissioners, in reference to this subject, was brought before the court, a fortnight since, when the clerk was ordered to collect further evidence, to request the attendance of the parties on whom the notices had been served, and also to inform Mr. Farlar that his presence would be necessary at the next court, so that the matter might be fully investigated.

This day the court was thronged with persons from Chelsea who had received the notices, but on the question being called on, Mr. Farlar was not in his place.

Mr. T. L. Donaldson said he had received a letter from Mr. Farlar (why it had been particularly addressed to him he knew not), stating that he should not be able to attend the court that day. Such being the case, in the absence of Mr. Farlar, he hoped the matter would be deferred.

Alderman Johnson thought the absence of Mr. Farlar should not debar the court from going into the question. Mr. Le Breton inquired if Mr. Donaldson was authorised to state that Mr. Farlar would be in attendance if the investigation was postponed. Mr. Donaldson said he had received no instructions to give any such assurance. The chairman then put the question whether the matter should be proceeded with, which was carried by a large majority. The chairman then suggested that the whole of the minutes referring to the subject should be read, which was accordingly done by the clerk.

The solicitor, upon being called upon for his opinion, said, this step taken by Mr. Farlar was one of the most illegal he had ever heard of, as it was a proceeding without any foundation whatever. No private individual, let him be a commissioner or not, had power to issue any notices, but all must be done in a collective capacity, and be the act of the court. He repeated, that it was a proceeding destitute of any legal power whatever.

It was then determined that evidence of the service of the notice should be taken.

Mr. Dobson, of No. 17, Robert's-terrace, produced the notice served upon him. It was accompanied by a bill, and he was informed that he would be waited upon next week for the amount, as well as the interest due upon it, and if the money was not paid and the work done within twenty-eight days, proceedings would be taken to compel the performance of the same.

Mr. Callow, as the owner of the house No. 14, Robert's-terrace, had also received a similar notice, and had also been called upon to pay to Mr. Farlar 26l. 10s., which was followed by a letter threatening proceedings.

Mr. Harrison.—Did the person who served the notice say he came from Mr. Farlar.

Mr. Callow.—No; but a gentleman called after-

* "Obser ap." says the *Albion* (London).—"There is an arrival of one million of specie this week at the Bank of England from South America, and more is coming from other quarters."